

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Latvian SSR)	REPORT	
SUBJECT	1. Lepaya Harbor, Canal, and Lake Depths 2. Lepaya Harbor Defenses	DATE DISTR.	19 August 1955
DATE OF INFO.		NO. OF PAGES	5
PLACE ACQUIRED		REFERENCE NO.	
DATE ACQUIRED		REFERENCES	

This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Locations are given according to Stadtplan von Libau (Lepaya), Generalstab der Luftwaffe, 1:10,000, 1941.

25X1

Lepaya Harbor, Canal, and Lake Depths

- Only the City Canal in Lepaya, across from the old cemetery, was dredged after the Soviet occupation in 1940 (square F-3, G-4 on Stadtplan von Libau (Lepaya), Generalstab der Luftwaffe, 1941.¹ Some depths of Lepaya harbor and of the channels are indicated on sketch No. 1, page 4. The depth of the Winter Harbor was ten m from where the City Canal emptied into the sea, at the beginning of the southern pier at the lighthouse, to a line dividing E-2 from F-2. A sand bar, which was widest at about a line which divides E-1 from E-2, was along the northern part of the southern pier. A red buoy, located approximately 250 m from the pier, indicated the location of the sand bar (see 1, sketch No. 1, page 4). The depth at the roads was 12-14 m between the northern pier and the central gate, diminishing gradually toward the southern pier. The depth at the entrance of the channel of the War Harbor was approximately 14 m. The depth was ten m in the War Harbor channel and in the Northern Basin. The depth in the City Canal from the lighthouse to the Trade Bridge, located at the end of Liela Street, gradually diminished from ten m to eight or seven m. The depth was six or seven m between the Trade Bridge and the Railroad Bridge (G-5).
- The depth between Attekas and Lielo Zirgu Islands was three to four m. The depth was two m between Lielo Zirgu and Nazo Zirgu Islands and along the south side of Lielas Zirgu Island. The depth between the southwest corner of Attekas Island and Jaunlepaya was six m (G-5, at Jachtklub). Source thought the depth diminished to four m in the direction of Lielas Zirgu Island. The depth was four m where Jaunlepaya joined Lielas Zirgu Island (see 2, sketch No. 1, page 4). This juncture was called the "garbage bridge", because garbage and waste from the Sarkanais Metalurgs Plant was carried in railroad cars along Grobinasicka Street and its extension to the island. As a result, a garbage dam, occupying about half of the strait, was being formed at the northern end of the island (see 3, sketch No. 1, page 4). Source believed that this garbage

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

INFORMATION REPORT INFORMATION REPORT

S-E-C-R-E-T

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-2-

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dam would eventually block the entrance to Lepaya Lake.

3. The depth decreased rapidly from Attekas Island to the southeast. The depth between the southeast corner of the island and the southeast harbor was six m. Source remembered that the decrepit, concrete wall which ran from the island to the southeast harbor, was steep and was deepest about one m from the shore. However, the south shore of Attekas Island slanted gradually, but then dropped rapidly about two m from the shore. The depth in the eastern and southern parts of the square G-6 was one to two m. The average depth of Lepaya Lake was one to two m, except during the spring and fall floods. The deepest spot in Lepaya Lake was two to three m, midway along the west shore between two promontories. There were also many drops in Lepaya Lake. Piles were driven in a broad semi-circle to a point about 200 m out into the lake, across from the old Hillman Sawmill (G-6). These piles fenced off the backwater with timber for the sawmill (see 4, sketch No. 1, page 4).

Lepaya Harbor Defenses

4. A submarine net attached to buoys was located at the end of the northern pier at the northern gate (A-1).² The tops of these black-colored buoys were less than 0.5 m out of the water. Sometimes this net was drawn backwards in a semi-circle, from the north pier to the north shore. Source remembered the net being drawn back about twice. There was no longer any railroad on the northern pier; the rails ended at the shore (A-3). There was no railroad along the shore either (A-3, B-3).
5. Only warships were allowed to enter the harbor through the Central Gate (C-1); fishing craft and merchant vessels had to enter the harbor through the Southern Gate (D/E-1). Buoys, indicating an anti-submarine net, were never observed there.³ A net there would considerably hamper fishing craft traffic. Half of the northern pier of the new Commercial Harbor was washed away, and water came over this part of the pier in windy weather (D-2/3). In 1952, four heavy antiaircraft guns, with long barrels, were placed between buildings at the southwest end of the Free Harbor, on a line which divides E-2 from F-2. A device similar to an artillery shell but with a round end and a hexagonal screw-like head, was placed north of these buildings.⁴ This device, also observed on many warships, was 2.5 m high, and sat on three legs. A small shed about six feet high was near the device. Barbed wire enclosed the area with the device, the antiaircraft area, and stretched across from the Free Harbor to the exit into the sea from the City Canal (E-2, F-2).
6. Four to eight barracks were built after the Soviet occupation, north of a square, concrete tower and on the west side of Sarkanarmijas Street toward the sea. Source believed infantry lived in this fenced off area. Wooden guns to deceive enemy aircraft were placed to the west of Sarkanarmijas Street, on the sea-shore between the exit of the War Harbor channel to the roads and the northern pier of the Trade Harbor (C/D-3). These guns were placed there about 1950, and they were last observed in fall 1952. The paint of the blue-gray guns had begun to scale. The old powder factory was located between the Lepaya-Bernati highway and the sea, south of the channel which began at the highway and ended at Lepaya Lake, in the southern end of Veclepaya.⁵ A munitions dump, guarded by a green-uniformed border guard unit, was located in these fortifications. Channels ran from both sides of these fortifications from the dunes to the highway. Bunkers, supported by 40-50 cm-wide beams covered with earth, were built by the Soviets at the north channel. Source once observed, in 1951, devices similar to large, concave plates, approximately one m in diameter, with a hole in the center, and attached to a large pivot mounted on a truck bed. The distance from the top of this green-colored device to the truck bed was about two m, and the radius of the concavity was about 15-17 cm.⁶ Similar, but smaller, devices were seen on the masts of Soviet warships a few years after the Soviet occupation (for locations of defense installations, see sketch No. 2, page 5).

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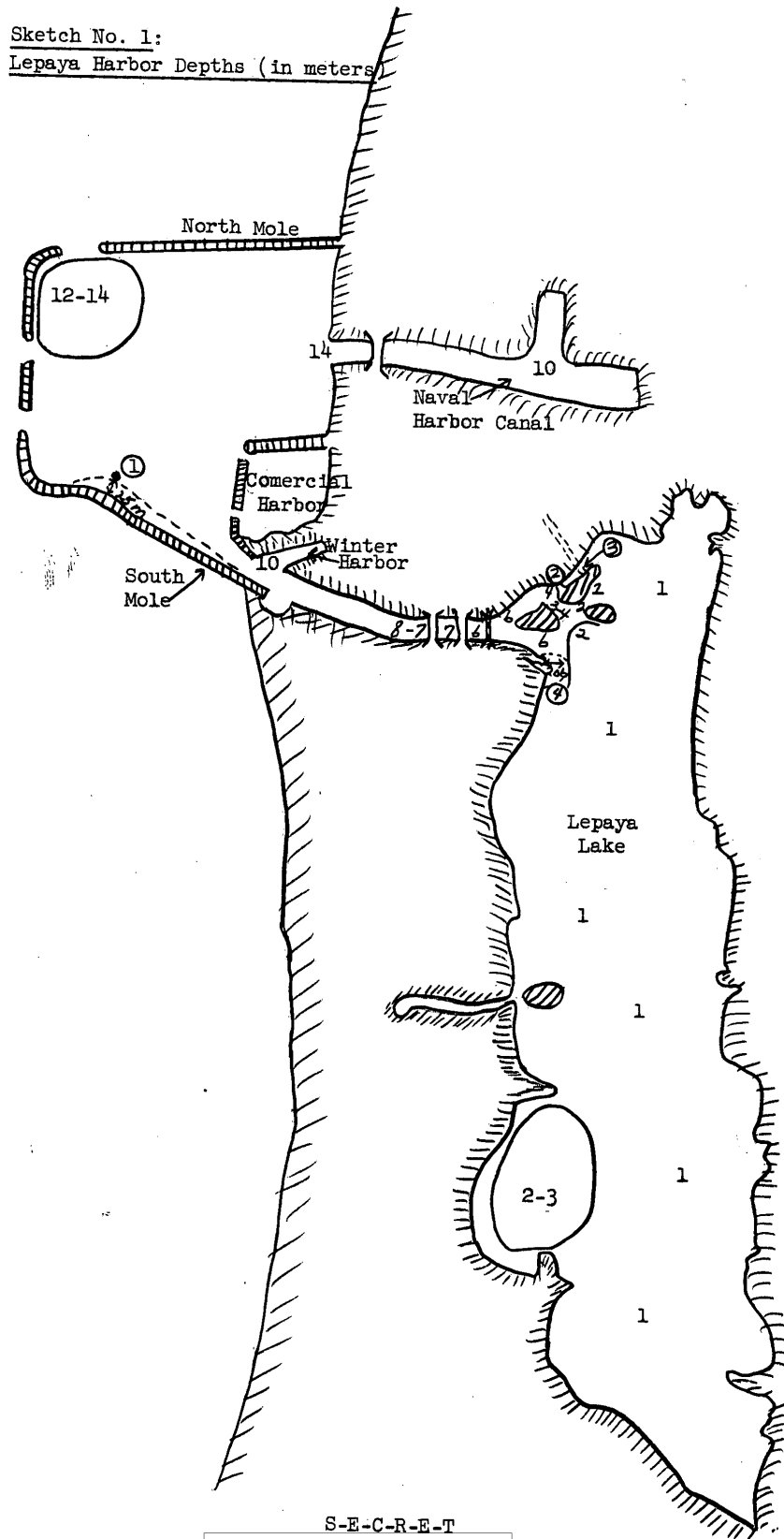
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-4-

Lepaya Harbor Depths (in meters)



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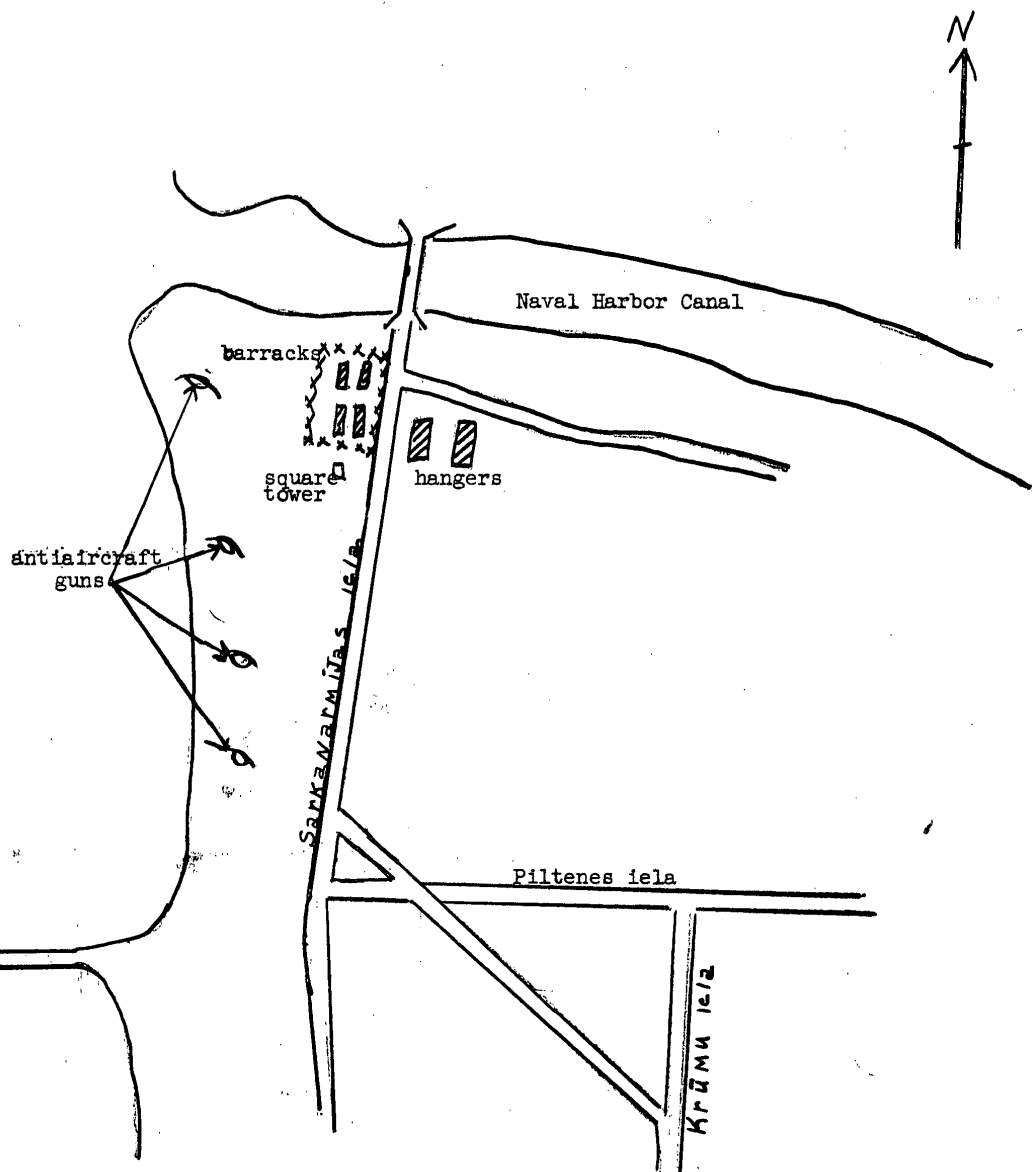
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25X1

-5-

Sketch No. 2:
Installations in Lepaya



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